

60  
U. S. NAVAL AVIATION SAFETY CENTER  
U. S. NAVAL AIR STATION  
NORFOLK, VIRGINIA 23511

NASC/dy  
Ser 12/1607  
13 October 1964

SPECIAL HANDLING REQUIRED IAW OPNAVINST P3750.6 SERIES

From: Commander, U. S. Naval Aviation Safety Center  
To: Commanding Officer, Patrol Squadron SEVEN

Subj: VP-7 AAR ser 1-64A concerning SP-2E BuNo 131481 accident  
occurring 11 May 1964, pilot KOPP

(b) (5)



D. A. WEBSTER  
By direction

Copy to:  
CNO (OP-05F)  
BUWEPS (F-12) (2)  
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COMNAVACTS SPAIN  
COMFAIRWINGSLANT  
COMNAVAIRLANT  
COMFAIRMED  
COMFAIRWING 11  
BUWEPSREP BURBANK

CNAL 30S

Ser: 4982

12 AUG 1964

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66, OPNAVINST P3750.6E

FIFTH ENDORSEMENT on VP-7 serial 1-64A, concerning SP-2E, BuNo 131481, accident occurring 11 May 1964, pilot KOPP

From: Commander Naval Air Force, U. S. Atlantic Fleet  
To: Commander, U. S. Naval Aviation Safety Center

Subj: Aircraft Accident Report

(b) (5)

W.A. Kiernan

W. A. KIERNAN  
By direction

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CO, VP-7  
BUWEPSREP BURBANK



ORIGINAL

CFAWL/3750  
Ser: 312/944  
6 August 1964

SPECIAL HANDLING REQUIRED IN ACCORDANCE  
WITH PARAGRAPH 66, OPNAVINST P3760.6E

FOURTH ENDORSEMENT on VP-7 AAR Ser 1-64A concerning SP-2E BUNO 131481  
accident occurring 11 May 1964, Pilot G. E. KOPP

From: Commander Fleet Air Wings, U. S. Atlantic Fleet  
To: Commander, U. S. Naval Aviation Safety Center  
Via: (1) Commander Naval Air Force, U. S. Atlantic Fleet  
(2) Chief of Naval Operations

Subj: VP-7 AAR 1-64A, 11 May 1964, SP-2E BUNO 131481, Pilot KOPP

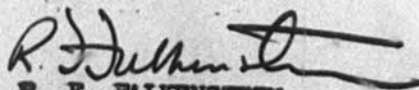
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BEECHER SNIPES  
Chief of Staff

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BUWEPs REP BURBANK  
CO, VP-7

AUTHENTICATED:

  
R. F. FALKENSTEIN  
Flag Secretary

11

ORIGINAL

ORIGINAL

FF1-3  
3750  
Ser: 32/ 2066

22 JUL 1964

SPECIAL HANDLING REQUIRED IN ACCORDANCE  
WITH PARAGRAPH 66, OPNAVINST P3760.6E

THIRD ENDORSEMENT on VP-7 AAR ser 1-64A concerning SP-2E  
BUNO 131481 accident occurring 11 May 1964, Pilot G.E. KOPP

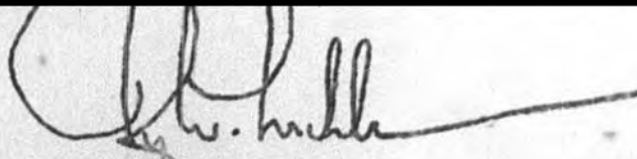
From: Commander in Chief, U. S. Naval Forces, Europe  
To: Commander, U. S. Naval Aviation Safety Center  
Via: (1) Commander, Fleet Air Wings, U. S. Atlantic Fleet  
(2) Commander Naval Air Force, U. S. Atlantic Fleet  
(3) Chief of Naval Operations

Subj: VP-7 AAR 1-64A, 11 May 1964, SP-2E BUNO 131481, Pilot  
KOPP

Encl: (7) VP-7 AAR ser 164A First Supplementary Report Ser  
621 of 2 July 1964 with CONFIRMED FIRST ENDORSEMENT  
ser 988 of 8 July 1964

1. Forwarded, readdressed.

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ROGER W. MEHLE  
ACTING CHIEF OF STAFF

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FF1-3  
3750  
Ser: 32/

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CO, VP-7

N3:hd  
3750  
Ser: 910

22 JUN 1964

SPECIAL HANDLING REQUIRED IN ACCORDANCE  
WITH PARAGRAPH 66, OPNAVINST P3760.6E

SECOND ENDORSEMENT on VP-7 AAR ser 1-64A concerning SP-2E BUNO  
131481 accident occurring 11 May 1964, Pilot G. E. KOPP

From: Commander Fleet Air, Mediterranean  
To: Commander, U.S. Naval Aviation Safety Center  
Via: (1) Commander in Chief, U.S. Naval Forces, Europe  
(2) Commander Naval Air Force, U.S. Atlantic Fleet  
(3) Chief of Naval Operations

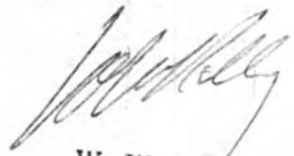
Subj: VP-7 AAR 1-64A, 11 May 1964, SP-2E BUNO 131481, Pilot KOPP

(b) (5)



N3:hd  
3750

(b) (5)



W. W. KELLY  
Chief of Staff

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BUWEPs REP BURBANK  
CO, VP-7



# ORIGINAL

SPECIAL HANDLING REQUIRED IN  
ACCORDANCE WITH PARAGRAPH 66  
OPNAV INST P3750.6E

VP-7/00:th

3750

512

Ser

8 JUN 1964

FIRST ENDORSEMENT ON VP-7 AIRCRAFT ACCIDENT REPORT SER 1-64A CONCERNING  
SP-2E BUNO 131481 ACCIDENT OCCURRING 11 MAY 1964, PILOT LT G. E. KOPP

From: Commanding Officer, Patrol Squadron SEVEN, Navy No. 537,  
Fleet Post Office, New York, New York  
To: U. S. Naval Aviation Safety Center, U. S. Naval Air Station,  
Norfolk, Virginia  
Via: (1) Commander Fleet Air, Mediterranean  
(2) Commander Naval Air Force, U. S. Atlantic Fleet  
(3) Chief of Naval Operations

Subj: Aircraft Accident Report

1. Forwarded,

(b) (5)

*T. A. Graham*  
T. A. GRAHAM

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BUWEPs RE BURBANK



## AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page 1

SPECIAL HANDLING REQUIRED in accordance with

Part 66, OPNAV INSTRUCTION 3750.6, effective 1-64

OPNAV REPORT 3750-1

## PART 1 GENERAL

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY <b>C. O. PATRON SEVEN</b>	2. SERIAL NO. <b>1-64 A</b>	3. DTG (LOCAL) OF MISHAP <b>110340 MAY</b>	4. MODEL AIRCRAFT <b>SP2E</b>	5. BUREAU NUMBER <b>131481</b>
6. TO: Commander, Naval Aviation Safety Center	9. LOCATION OF MISHAP <b>36-17N 06-30W (AT SEA)</b>	10. DAMAGE <b>ALFA</b>		
7. VIA: COMMANDING OFFICER VP-7 <b>COMPAIRMED/COMNAVACTSMED</b> <b>COMNAVATRILANT</b> <b>CHIEF OF NAVAL OPERATIONS</b>	8. 11. TIME OF DAY <b>NIGHT</b>	12. TIME IN FLIGHT <b>6+23</b>	13. FLIGHT CODE <b>3Q2</b>	
14. CLEARED FROM: <b>NS ROTA</b> TO: <b>NS ROTA</b>				
15. TYPE CLEARANCE <b>OPERATIONAL</b>		16. AIRSPEED <b>UNKNOWN</b>	17. A/C WEIGHT <b>EST. 65,300</b>	
18. BRIEF DESCRIPTION OF MISHAP <b>COLLISION WITH WATER, CAUSE UNKNOWN</b>		19. ELEVATION AT TIME OF MISHAP <b>S L 0 TETRAIN 0</b>		
20. LIST MODEL & NO. REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)				

FACTOR	FACTOR	FACTOR
(b) (5)		

11. NAME (Last, first & middle initial) PILOT (if controls of line of mishap)		12. GRADE	13. SERVICE NO.	14. BRANCH	15. GRADE	16. SERVICE NO.	17. VEHICLE	18. BRANCH	19. GRADE	20. SERVICE NO.
<b>KOPP, GEORGE E.</b>		<b>LT</b>	<b>(b) (6)</b>	<b>1310</b>	<b>USN</b>	<b>(b) (6)</b>	<b>2</b>	<b>PPC</b>	<b>UNK</b>	<b>U</b>
<b>DEAN, GARLAND L.</b>		<b>LTJG</b>	<b>(b) (6)</b>	<b>1310</b>	<b>USN</b>	<b>(b) (6)</b>	<b>1/2</b>	<b>CP</b>	<b>UNK</b>	<b>U</b>
21. ALL MODELS		22. 1380		23. CV LANDINGS DAY/NIGHT		ALL		9		0
24. ALL MODELS IN LAST 12 MONTHS		595		25. FCIP LANDINGS LAST 6 MONTHS DAY/NIGHT		ALL				
26. ALL MODELS IN LAST 3 MONTHS		184		27. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED		ALL		25		26
28. ALL SERIES THIS MODEL		A/C	1104	29. NIGHT HOURS LAST 3 MONTHS		ALL		29		
30. ALL SERIES THIS MODEL LAST 12 MONTHS		OFT/CPT	UNKNOWN	31. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		ALL		29		
32. ALL SERIES THIS MODEL LAST 3 MONTHS		A/C	593	33. LAST PRIOR FLIGHT ALL SERIES THIS MODEL		DATE		9 MAY 64		
34. DATE/TIME LAST NATOPS STANDARDIZATION CHECK		NONE		35. TYPE INSTRUMENT CARD		DURATION		8.7		
36. NAME (Last, first & middle initial)		37. GRADE	38. BRANCH	39. SERVICE NO.	40. UNIT	41. BRANCH	42. GRADE	43. SERVICE NO.	44. UNIT	45. BRANCH
<b>CORRIGAN, WILLIAM J.</b>		<b>LT</b>	<b>USN</b>	<b>(b) (6)</b>		<b>U</b>	<b>NAV</b>	<b>UNK</b>		
<b>FLOWERS, BILLY D.</b>		<b>AMS1</b>	<b>USN</b>	<b>(b) (6)</b>		<b>U</b>	<b>PC</b>	<b>UNK</b>		
<b>STONE, JOHN W.</b>		<b>AT1</b>	<b>USN</b>	<b>(b) (6)</b>		<b>U</b>	<b>RDR</b>	<b>UNK</b>		
<b>GRESHAM, J. C.</b>		<b>ATN3</b>	<b>USN</b>	<b>(b) (6)</b>		<b>U</b>	<b>JEZ</b>	<b>UNK</b>		

## PART 1 GENERAL

SECTION 4. IDENTIFICATION	1. AIRCRAFT ACCIDENT BOARD APPOINTED BY		2. SERIAL NO.	3. DTG (LOCAL) OF MISHAP	4. MODEL AIRCRAFT	5. BUREAU NUMBER
	C. O. PATRON SEVEN		1-64A	110340 MAY	SP2E	131481
	6.			9. LOCATION OF MISHAP		10. DAMAGE
	TO: Commander, Naval Aviation Safety Center					
	7. VIA:		8.	11. TIME OF DAY	12. TIME IN FLIGHT	13. FLIGHT CODE
				14. CLEARED		
				FROM:		TO:
				15. TYPE CLEARANCE	16. AIRSPEED	17. A/C WEIGHT
	18. BRIEF DESCRIPTION OF MISHAP				19. ELEVATION AT TIME OF MISHAP	
					S L TERRAIN	
20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete DA Form 375-1 for each A/C)						

## Selling Small Business Policies

SECTION E. CONTRIBUTING FACTORS	FACTOR	✓	FACTOR	✓	FACTOR
(b) (5)	[REDACTED]				

## SECTION C. REVENUE DATA

1. NAME (Last, first, & middle initial) 2. FLIGHT (if different from 1. of mishap)		3. RANK GRADE	4. SERVICE NO.	5. LINE SECTION	6. BRANCH STATION	7. AGE	8. YEARS EXP. USA	9. INLET	10. POSITION	11. OTHER
COPIES: (Priority) (If not separate)										
DEAN, GARLAND L.		LTJG		1310	USN		1	CP	UNK	U
ITEM		ITEM								
11. ALL MODELS		17. CY LANDINGS DAY/NIGHT		ALL		14				
12. ALL MODELS IN LAST 12 MONTHS		18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT		ALL						
13. ALL MODELS IN LAST 3 MONTHS		19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED		ALL		2		11		
14. ALL SHES THIS MODEL		20. NIGHT HOURS LAST 3 MONTHS		ALL		2		11		
A/C		21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		ALL		2				
OFT/CPT		22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL		DATE		9 MAY 64				
A/C				DURATION		8.7				
OFT/CPT										
23. DATE/TIME OF LAST NATOPS STANDARDIZATION CHECK		NOT REQUIRED		TYPE INSTRUMENT CARD		STAN				
25. NAME (Last, first, & middle initial)		26. GRADE	27. BRANCH	28. SERVICE NO.	29. UNIT	30. INJURY	31. POSITION			



PAGE 1

SECTION C PERSONNEL DATA (CONTINUED)

25	26	27	28	29	30	31	32	33
CAMERLO, GEORGE H.		ATN3	USN	(b) (6)		U	RDO	UNK
MCCOY, DAVID E.		AN	USN			U	ORD	UNK
KIMBERLING, JOHN Q.		AE1	USN			U	ECM	UNK
STEED, JOE L.		ADR2	USN			U	MAD	UNK

Special Handling Required in accordance  
with Paragraph 66, OPNAV INST 3750.6E.

[illegible]



## OPNAV FORM 3750-1A (Rev. 3-63)

Revised, OPNAV INSTRUCTION 372 effective 1-1-80

OPNAV REPORT 3750-1

10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, windings and other expendable equipment need not be reported herein.

## DECK PENDANT

### BECK PENDANT

EARLIER/  
BARRICADE

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

70 DAYS OPERATING PERIOD

• P.E. HOURS UPDATED SINCE DEPLOYMENT  
ACCOMPLISHED

### WEATHER AT SCENE OF MISHAP

CLEAR

OTHER WEATHER CONDITIONS (winds aloft, icing level, sea state, density altitude, as appropriate)

WAVES 100° 3 FT.

## PART III ADDITIONAL INFORMATION

--	--

2. COPY DISTRIBUTION

200 HAWKINS/SAFECA DIRECT (AAI)

100 BUWERS DIRECT (AAI)

1 CINCUSMAVEUR

1 COMNAVATRIANT

1 COMNAVACTS SPATIAL

1 COMFATRIWINGSLANT

1 COMFATRIWING BUREAU

1 BUWERS REP BUWERS

3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY	5. DATE SUBMITTED TO CO
NONE	NONE	

PART IV SIGNATURES OF THE BOARD

1. SENIOR MEMBER / 100

(b) (6)

SPECIAL HANDLING REQUIRED IN  
ACCORDANCE WITH PARAGRAPH 66  
OPNAV INST 13750.6E

PART V - THE ACCIDENT

On 30 May 1964 SP-2E BUNO 131481 departed Naval Station Rota, Spain at 2017Z (2117Z Local) on a scheduled operational flight. The Plane Commander LT George E. KOPP, [REDACTED] 1310, USN filed an Instrument Flight Rules clearance to a prearranged point out of controlled air space from which the aircraft took departure on an operational clearance in accordance with Visual Flight Rules. Flight guard for the operational portion of the flight was maintained by PATRON SEVEN via single-side-band base radio. The area of operation was well defined and coordinated VP/DD operations were anticipated, therefore, the pilot was briefed to send hourly "Plan" reports. A "Plan" report was received at 2130Z and at 2220Z. BUNO 131481 attempted contact with base radio at 2349Z, 2352Z, 2354Z and at 0045Z. The aircraft was received loud and clear, however two-way communications could not be established and no exchange of traffic took place in single-side-band subsequent to the 2220Z "Plan". At 0045Z BUNO 131481 relayed an "Ops normal" report to the squadron via Rota tower on VHF. Post accident interviews with members of the CIC watch aboard the USS MOALE DD-693 revealed that BUNO 131481 had not established UHF communications with a controlling ship at anytime during the flight. This is not considered significant to the accident since the PATRON SEVEN aircraft on station prior to BUNO 131481 had also failed to establish communications with a controlling ship. This fact is mentioned to remove from the reader's mind any question as to the last known air/ground communications with the aircraft prior to the accident.

At 0405Z SP-2E BUNO 131418, a Vi-26 aircraft under the operation control



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ACCORDANCE WITH P R GRAPH 66  
OPNAV INST F3750.6E

of VP-7, launched on an operational mission as relief for BUNO 131481 and at approximately 0425Z established communications with the USS MOLE DD-693. At 0433Z SAR was alerted based on lost communications and the USS MOLE was requested by the pilot of the VP-26 aircraft BUNO 131418 to assist.

At 0450Z a message was received by the Naval Station Rota Operations Duty Officer via relay through Gibraltar and Seville Control that the Spanish fishing craft BERDIA had sent the following message: "0240 GMT SIGHTED AIRCRAFT ON FIRE FALLING INTO THE SEA AT 3617N 0630W APPROX 16 MILES DE C. LIZ CUS SW. SEARCHING AREA. FINE NO SURVIVORS". This position was relayed to the SAR aircraft BUNO 131418 at 0507Z, and to the USS MOLE. The USS MOLE plotted the position and vectored the SAR aircraft on top. A positive DATUM was established at this position based on sighting of debris and an oil slick at 0508Z.

Post accident interviews with the masters of Spanish fishing vessels BERDIA and ARFON revealed the following:

At approximately 0210Z BERDIA sighted an aircraft heading southeast. The aircraft disappeared from view and a short time later reappeared on a northerly heading. The aircraft passed within an estimated 1 mile of BERDIA and "appeared to be descending". The estimated altitude of the aircraft at this time was 1500 feet. The aircraft disappeared from view at the horizon and within approximately 3-5 minutes after the aircraft passed across the bow of the BERDIA the Master of the BERDIA sighted flames on the horizon and immediately turned toward the area. At the time of first sighting flames BERDIA was approximately 8 miles from what later proved to be the impact area. BERDIA reports that the aircraft's external lights were on and exposed no external evidence of difficulty.

SPECIAL HANDLING REQUIRED IN  
ACCORDANCE WITH PARAGRAPH 66  
OPNAV INST P3750.6E

PART VI - DAMAGE TO THE AIRCRAFT

1. As a result of the crash the aircraft was demolished. As shown in enclosures (3) and (4) only small pieces of the aircraft were recovered. These pieces were from many locations within the aircraft. The condition of these pieces indicate that the aircraft hit the water with a violent force and that there was substantial breaking up of the aircraft as a result of the impact.



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OF NAV INST P3750.6E

PART VII - THE INVESTIGATION AND ANALYSIS

(b) (5)



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ACCORDANCE WITH PARAGRAPH 66  
OPNAV INST P3750.6E

(b) (5)





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ACCORDANCE WITH PARAGRAPH 66  
OPNAV INST P3750.6E

(b) (5)



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ACCORDANCE WITH PARAGRAPH 66  
OPNAV INST P3750.6E

PART VIII - CONCLUSIONS

(b) (5)





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ACCORDANCE WITH PARAGRAPH 66  
OPNAV INST P3750.6E

PART IX - RECOMMENDATIONS

(b) (5)



Estimated Tracks, Times, and Position  
based on interrogation of masters of  
Spanish fishing vessels Beruia and Arpon

37°

Special Handling Required  
in accordance with Paragraph  
66, OPNAV INST P3750.6E

ROTA

CADIZ

36°30'

Area of  
Impact and  
Wreckage

Approximate position  
of aircraft at 0310A

Location and approximate  
Heading of fishing vessels  
0310A-0330A

Aircraft was out of sight  
of the fishing vessels for  
about 10 minutes

36°

6°30'

Enclosure (1)

6°



The following is a transcript of testimony taken by the Aircraft Accident Board on 29 May 1964 at Cadiz. The witness is (b) (6) Master of the Spanish fishing vessel BERDIA and is considered by the Board to be a creditable witness without any aviation experience.

(b) (5)



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accordance with Paragraph 66, OPNAV INST P3750.6E

1 of 8

Enclosure (2)  
Exhibit (a)

(b) (5)



2 of 8

Special Handling Required in accordance  
with Paragraph 66, OPNAV INST P3750.6E

Enclosure (2)  
Exhibit (a)



(b) (5)



3 of 8

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with Paragraph 66, OPNAV INST P3760.6E

Enclosure (2)  
Exhibit (a)

(b) (5)



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with Paragraph 66, OPNAV INST P3750.6E

Enclosure (2)  
Exhibit (a)

(b) (5)



5 of 8

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with Paragraph 66, OPNAV INST P3750.6E

Enclosure (2)  
Exhibit (a)



(b) (5)



6 of 8

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with Paragraph 66, OPNAV INST P3750.6E

Enclosure (2)  
Exhibit (a)

(b) (5)



7 of 8

Special Handling Required in accordance  
with Paragraph 66, OPNAV INST P3750.6E

Enclosure (2)  
Exhibit (a)

(b) (5)



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TRANSLATION.

(b) (6)



Legal Translator/Interpreter  
Credential #721.132 issued by  
the Spanish Ministry of Foreign Affairs, Madrid, Spain.  
Attached to the Naval Station Rota Security Office.

8 of 8

Special Handling Required in accordance  
with Paragraph 66, OPNAV INST P3750.6E

Enclosure (2)  
Exhibit (a)



The following is a transcript of testimony taken by the Aircraft Accident Board on 29 May 1964 at Cadiz. The witness is (b) (6) Master of the Spanish fishing vessel ARPON and is considered by the Board to be a creditable witness without any aviation experience.

(b) (5)



1 of 4

Special Handling Required in accordance  
with Paragraph 66, OPNAV INST P3750.6E

Enclosure (2)  
Exhibit (b)

(b) (5)



2 of 4

Special Handling Required in accordance  
with Paragraph 66, OPNAV INST P3750.6E

Enclosure (2)  
Exhibit (b)

(b) (5)



3 of 4

Special Handling Required in accordance  
with Paragraph 66, OPNAV INST P3750.6E

Enclosure (2)  
Exhibit (b)



(b) (5)



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TRANSLATION

(b) (6)



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Credential #721.132 issued by  
the Spanish Ministry of Foreign Affairs, Madrid, Spain.  
Attached to the Naval Station Rota Security Office.

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Special Handling Required in accordance  
with Paragraph 66, OPNAV INST P3750.6E

Enclosure (2)  
Exhibit (b)

7

SPECIAL HANDLING REQUIRED  
IN ACCORDANCE WITH PARAGRAPH 66,  
OPNAV INSTRUCTION P3750.6E

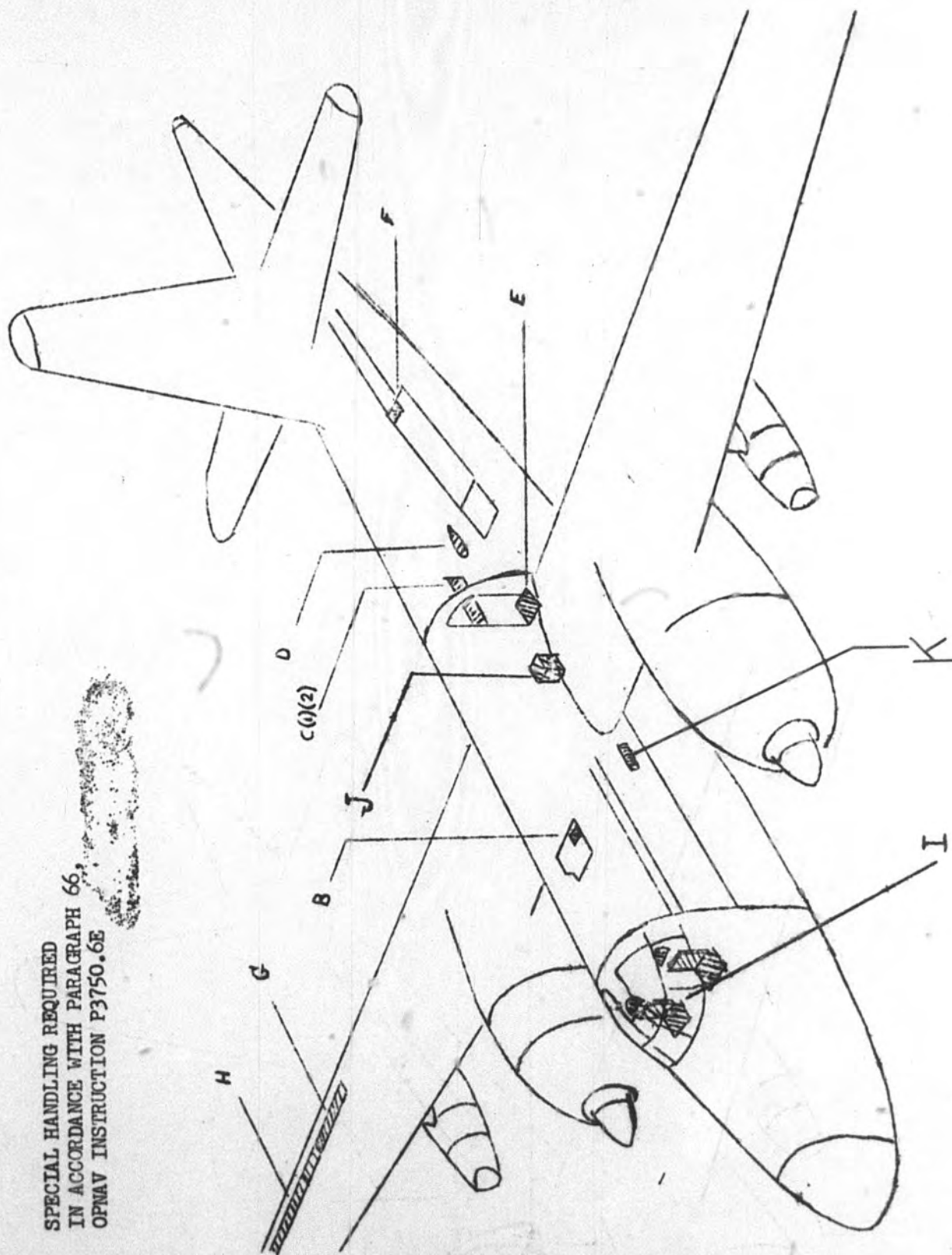


EXHIBIT (A)

ENCLOSURE (3)

Encls 3, 4, + 5

are photos and are

filmed after encl 7.

7



Enol (6) is the

MOR & is

filmed last.

M311:YW  
5750  
Ser 988  
8 JUL 1964

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 66, OPRAV INSTRUCTION P3760.6L

FIRST ENDORSEMENT on CO, VP-7 ltr VP-7/01:jts ser 621 of 2 Jul 1964

From: Commander Fleet Air, Mediterranean  
To: Commander U.S. Naval Aviation Safety Center, U.S. Naval Air  
Station, Norfolk, Va.  
Via: (1) Commander in Chief, U.S. Naval Forces, Europe  
(2) Commander Naval Air Force, U.S. Atlantic Fleet  
(3) Chief of Naval Operations

Subj: VP-7 AAR ser 1-64A concerning SP-2E BUNO 131481, pilot  
G.E. KOPP, First Supplementary Report; forwarding of

1. Readdressed and forwarded.

  
W.W. KELLY  
CHIEF OF STAFF

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COMFAIRWINGSLANT  
COMFALG/INC ELEVEN  
BUNEPS REP BUNBANK  
CO, PATRON SEVEN

encl (7)

ORIGINAL

UNITED STATES ATLANTIC FLEET  
NAVAL AIR FORCE  
PATROL SQUADRON SEVEN

VP-7/01:jts  
3750  
Ser 621

2 JUL 1964

From: Commanding Officer, Patrol Squadron SEVEN, Fleet Post Office,  
New York, New York 09501  
To: Commander Fleet Air Mediterranean, Navy Number 510,  
Fleet Post Office, New York, New York 09578  
Subj: VP-7 AAR ser 1-64A concerning SP-2E BUNO 131481, pilot G. E. KOPP,  
First Supplementary Report; forwarding of  
Ref: (a) OPNAV INSTRUCTION P3750.6E  
Encl: (1) First Supplementary Report on VP-7 AAR ser 1-64A, concerning  
SP-2E BUNO 131481 accident occurring 11 May 1964, pilot G. E. KOPP

(b) (5)

*T. A. Graham*  
T. A. GRAHAM

Copy to:  
CNO  
CINCPACNAVEUR  
COMNAVANTLANT  
COMNAVAVNSAFECEN (2)  
CHSOWEPS F-12  
COMNAVACTS SPAIN  
COMFAIRWINGSLANT  
COMFAIRWING ELEVEN  
BUWEPs REP BURBANK



ORIGINAL

VP-7/01-nd  
3750  
Ser: 620

2 JUL 1964

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 66, OPNAV INSTRUCTION P3760.6E

FIRST SUPPLEMENTARY Report on VP-7 AAR Ser 1-64A, concerning SP-2E BUNO 131481  
accident occurring 11 May 1964, Pilot G. E. KOPP

From: Commanding Officer, Patrol Squadron SEVEN, Fleet Post Office,  
New York, N.Y. 09501

To: Commander U.S. Naval Aviation Safety Center, U.S. Naval Air  
Station, Norfolk, Va. 23511

Via: (1) Commander Fleet Air Mediterranean, Navy No. 510,  
Fleet Post Office, New York, N.Y. 09578  
(2) Commander in Chief, U.S. Naval Forces, Europe, Fleet Post  
Office, New York, N.Y.  
(3) Commander Naval Air Force, U.S. Atlantic Fleet,  
U.S. Naval Air Station, Norfolk, Va. 23511  
(4) Chief of Naval Operations, Department of the Navy,  
Washington, D.C. 20025

Subj: VP-7 AAR 1-64A, 11 May 1964, SP-2E BUNO 131481, pilot KOPP

Ref: (a) Commander Fleet Air Mediterranean endorsement to subject  
accident report, ser 910, dated 22 June 1964

Encl: (1) Copy CO PATRON SEVEN ltr ser 788 of 20 August 1963

(b) (5)



VP-7/01-nd  
3750

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 66, OPNAV INSTRUCTION P3760.6E

(b) (5)



VP-7/01-nd  
3750

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH  
INSTRUCTION P3760.6E

(b) (5)





SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 66, OPNAV INSTRUCTION P3760.6E

(b) (5)



*T. A. Graham*  
T. A. GRAHAM

100-1ej  
3500  
Ser 788  
20 AUG 1963

From: Commanding Officer, Patrol Squadron SEVEN, Fleet Post Office,  
New York, New York  
To: Commander Naval Air Force, U. S. Atlantic Fleet, U. S. Naval  
Air Station, Norfolk 11, Virginia

Subj: Proposed agenda items for forthcoming NATOP'S conference

Ref: (a) COMNAVAIRIA NT msg 311455Z of July  
(b) OPNAV Instruction 3510.9A  
(c) COMNAVAIRLANT Instruction 3510.2

1. In accordance with reference (a), it is requested that consideration be given to modify the requirement of having only the squadron's Standardization Instructor (NATOP'S Officer) administer flight crew check rides. As outlined in reference (b), each PPC and PP2P is to be checked annually by the NATOP'S Officer.

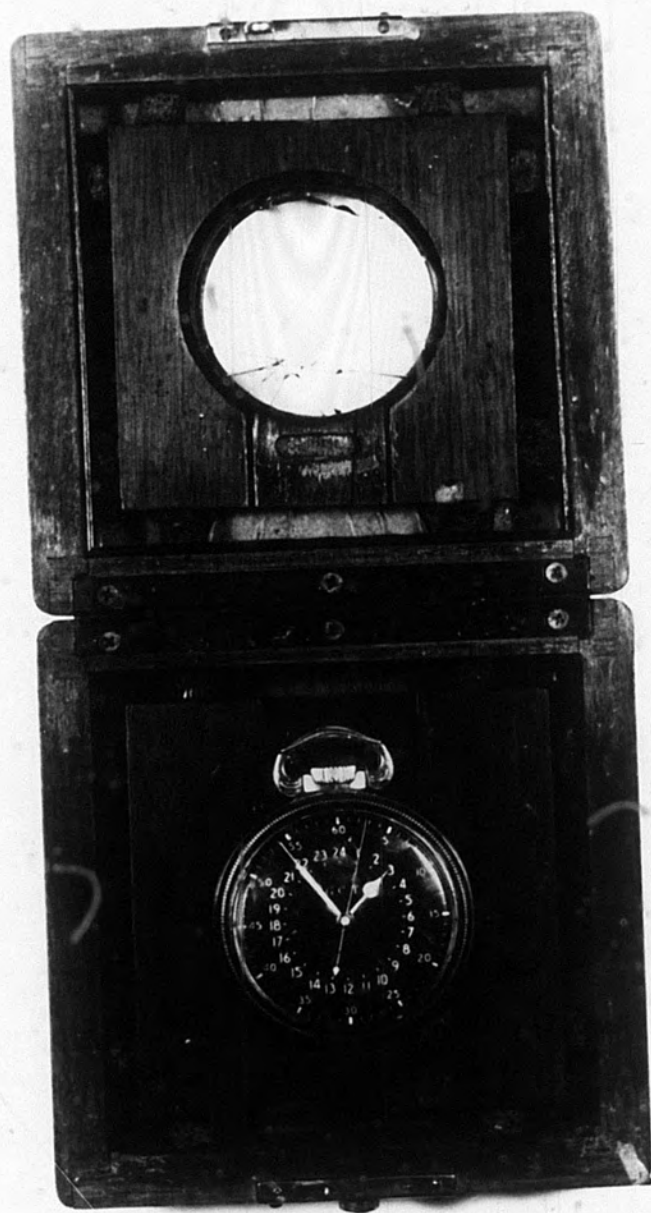
2. Due to the Squadron's operational commitments and the number of designated pilots requiring check rides an abnormal load is placed upon the NATOP'S Officer. In addition, when flight crews are on detached duty, or split deployment, it becomes virtually impossible for the Standardization Instructor to ensure continuity and conduct timely checks.

3. This command believes that a Squadron Standardization Board comprised of the CO, XO, Operations Officer, NATOP'S Officer and other highly experienced (2nd tour) aviators as necessary, can materially assist the NATOP'S Officer without any dilution in the NATOP'S program. Therefore, it is recommended that the Standardization Officer evaluate each member of the Squadron Standardization Board. Upon successful completion of the ground phase and flight phase as set forth in reference (c), each member of the Standardization Board will then assist the NATOPS Officer in conducting evaluation flights on the remaining PPC's and PP2P's in the squadron.

s/P. B. DERR, Jr.  
P. B. DERR, Jr.

Copy to:  
CPAW-11

Enclosure (1)



# NAVIGATOR'S CHRONOMETER.

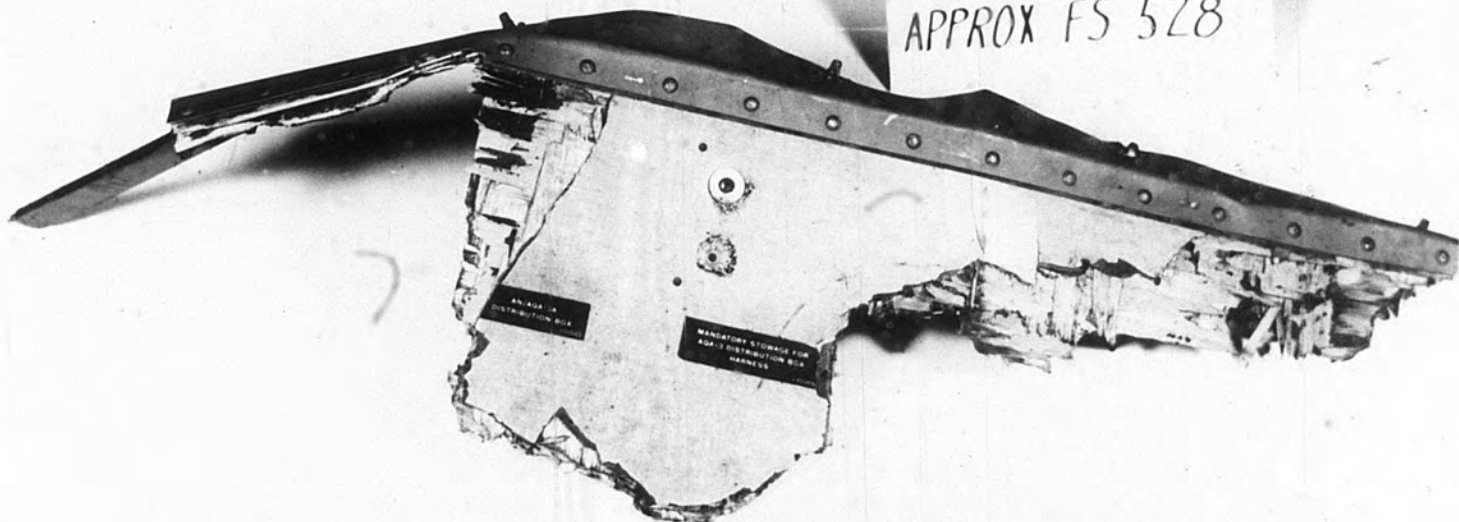
EXTRA HANDLING REQUIRED BY ACCORDANCE WITH  
PARAGRAPH 66, OPNAV INSTRUCTION P3750.5B

ENCLOSURE (3)

EXHIBIT (8)



WAIST SECTION  
STORAGE LOCKER.  
TOP OUTBOARD EDGE  
FROM FS 484 TO  
APPROX FS 528



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 66, OPNAV INSTRUCTION P3750.6E

ENCLOSURE (3)

EXHIBIT (C-1)

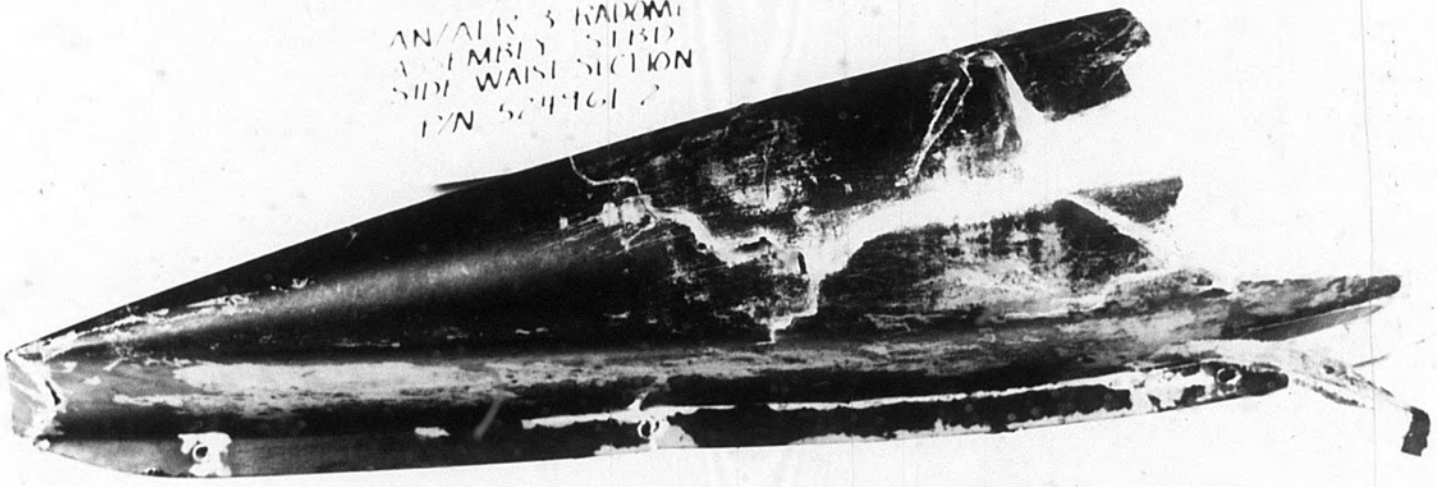
WAIST SECTION  
STORAGE LOCKER.  
TOP OUTBOARD EDGE  
FROM FS 484 TO  
APPROX FS 528.



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 68, OPNAV INSTRUCTION 3750.6E

ENCLOSURE (3) EXHIBIT (2)

AN/ALIN 3 RADOM  
ASSEMBLY SUB  
SIDE WAIST SECTION  
PN 544161 2



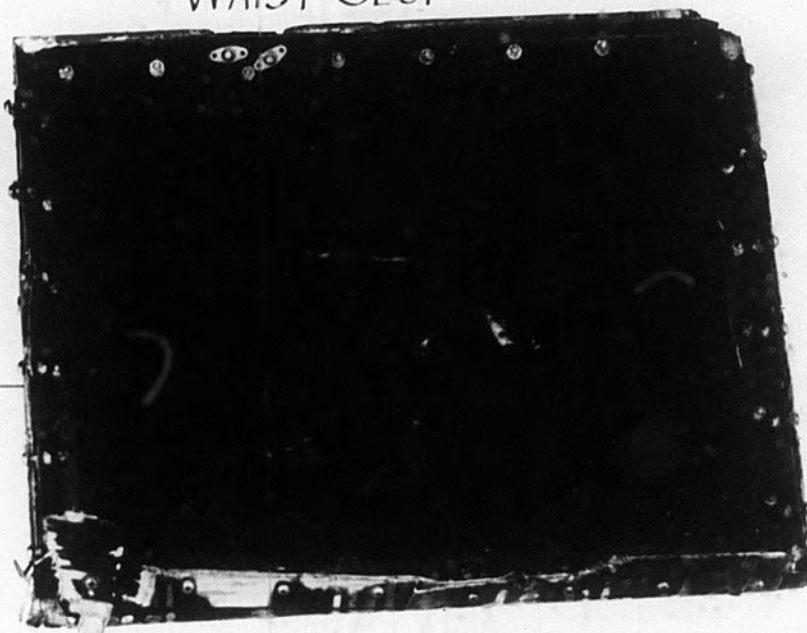
REPAIR WORKING REQUIRED IN ACCORDANCE WITH  
INSTRUCTION P3750.6E

ENCLOSURE (3)

EXHIBIT D



TOP STEP RADIO  
OPERATOR'S  
LOCKER - RADIO  
COMPARTMENT TO  
WAIST SECTION



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 66, OPNAV INSTRUCTION P3750.6E

ENCLOSURE (3)

EXHIBIT (5)

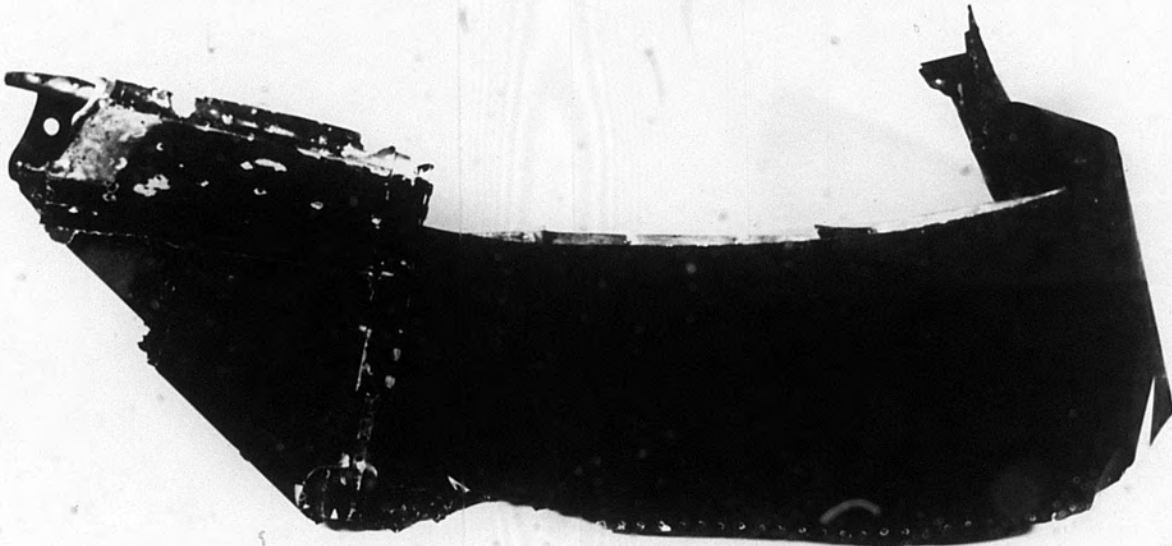
WOODEN FLOOR  
BOARD OVER  
WAIST SECTION  
CAMERA HATCH



EXTRA HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 66, OPNAV INSTRUCTION P3750.6B

ENCLOSURE (G)

EXHIBIT (F)



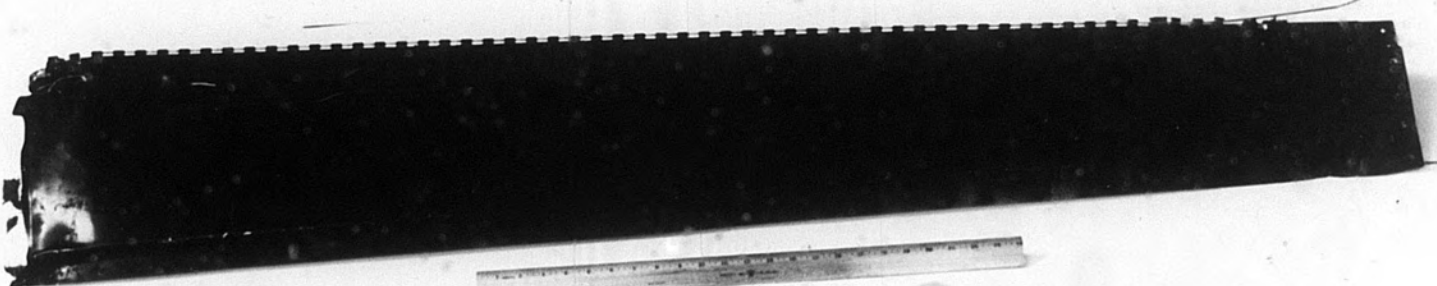
AILERON ACCESS  
PANEL, STBD  
WING, BOTTOM  
WS 384 to WS 453

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 66, OPRNAV INSTRUCTION #P3750.6E

CLOSURE (3)

EXHIBIT (6)





ALL FROM ACCESS  
PANEL 180  
WING BOTTOM  
WS 443 to WS 518

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 66, OPNAV INSTRUCTION P3750.6E

ENCLOSURE (3)

EXHIBIT (H)



NEEDS HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 66, OPNAV INSTRUCTION P3750.6E

ENCLOSURE (3)

EXHIBIT (7)



EXTRA HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 46, OPNAV INSTRUCTION P3150.6E

ENCLOSURE (3)

EXHIBIT (5)





SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 66, COMNAV INSTRUCTION P3750.6E

ENCLOSURE (3)

EXHIBIT (K)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 66, OPMV INSTRUCTION P3750.6E

ENCLOSURE (4)

EXHIBIT (A)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 26, OPIAV INSTRUCTION P3750.6E

ENCLOSURE (4)

EXHIBIT (B)





SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 65, OPNAV INSTRUCTION P3750.6E

ENCLOSURE (S)

EARTHBIT (C)

AIRCRAFT CLEARANCE						DATE
(DELIVER - DUPLICATE TO BASE OPERATIONS AT DESTINATION)						10/15/65
A. OPERATIONS OFFICE						481
B. OCCUPANTS (State whether crew or passenger. List additional passengers on separate sheet and attach.)						
DUTY	NAME AND INITIALS	GRADE	SERVICE NO.	ORGANIZATION	HOME STATION	
PILOT IN COMMAND	KOPP G E	LT	310670	U.S. NAVY		
	UPT. C. J. T.	2. FIC	FC			
C. FLIGHT PLAN						
RADIO CALL		AIRCRAFT TYPE		POINT OF DEPARTURE		
V 31481/B		SP-2E		NS ROTA		
ROUTE TO BE FLOWN				BASE NAME OF DESTINATION		
IFR	VFR	ALTITUDE	ROUTE	TO	WILEAGE	
0415		FL 30	D →	361N 06W	2015 Z	
THENCE OPERATIONAL FOR 8+ 45 HRS. BELOW FL 30				EST TRUE A.S.	ETE 9+ 15	
			D →	361N 06W	ETE TO ALTERNATE	
0415		FL 30	D →	NS ROTA		
				TRANS. FREQ.	R 4 T	
				PILOT'S LAST NAME	KOPP	
				FUEL ON BOARD	12 HRS. 00	
INSTRUMENT RATING						
NAVY		AIR FORCE		ARMY		
SPECIAL PILOT		PILOT RATING		PILOT RATING		
STRONG PILOT		INST. RATING		INST. RATING		
DATE INSTRUMENT CARD EXPIRES						
4 MAR 65						
DO FORM 885 FILED AT						
VPT OPS						
DATE FILED						
10/15/65						
HIGHEST RANK ON BOARD						
NA						
LETDOWN EQUIPMENT ABOARD AIRCRAFT						
FLS	VOR	ADF	RADIO RANGE	TACAN	ILS	
X	X	X	X	X	X	
LETDOWN AVAILABLE AT DESTINATION						
VOR	ADF	GCA	RADIO RANGE	TACAN	NOTAMS CHECKED	
X	X	X	X	X	YES NO	
REMARKS						
① 10 SOB						
② GCA AT DEST. 10/15/65						
U. R. KOPP						
(SIGNATURE OF PILOT)						
D. WEATHER						
EXISTING	FORECAST	MAX. CLOUD TOPS	FT. MSL	THUNDERSTORMS	TURBULENCE	
DEPARTURE	10/15/65	10000	10000	NO	NO	
ALTERNATE	10/15/65	10000	10000	NO	NO	
ROUTE	10/15/65	10000	10000	NO	NO	
WIND	310/10	10000	10000	NO	NO	
E. FLIGHT CLEARANCE AUTHORIZATION						
SUBMITTED TO		TIME	BY	SIGNATURE OF RELEASE AUTHORITY		
MCA		1005	IC	[Signature]		
INSTRUCTIONS AND APPROVAL TRANS TO TOWER OR PILOT BY				ACTUAL T.O. TIME		
				1007		
STATION ARRIVED AT		TIME	NAME	GRADE OR POSITION		

DD FORM 175  
OCT 56

PREVIOUS EDITIONS OF THIS FORM MAY BE USED

ENCLOSURE (5)

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED  
DATE 10/15/65 BY 1015/65

The Medical Officer's  
Reports were withheld  
entirely under  
exemptions (b)(5)  
and/or (b)6) of the  
FOIA.